



# NORTH CAROLINA HIGHWAYS & PUBLIC WORKS

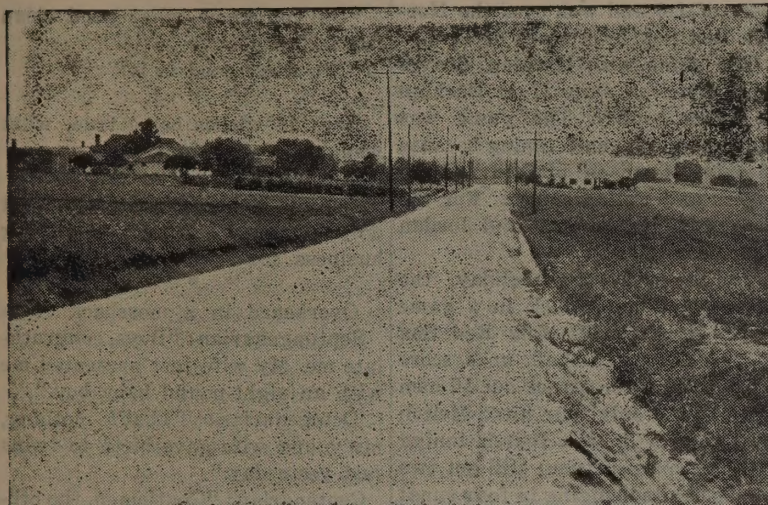
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RALEIGH, N. C.

Friday, July 16, 1948

## WOMAN'S PRISON ROAD



Given a new bituminous surface recently by State forces under the direction of District Engineer J. W. Taylor, the section of road shown above connects with the Woman's Prison, visible in the left background. This type of road is classed as "soil type base course with bituminous surface treatment." Cost of the section is estimated at approximately \$6,000 per mile, because little grading or installation of structures was necessary. Cost of the same type of road, however, runs up to \$15,000 per mile under other conditions. (Photo by W. K. Mingis.)

## State's June Traffic Hits All-Time High; Progress Reviewed Since Manual Count Era

Raleigh. — Travel over North Carolina's highways during the month of June this year broke all previous records, reaching the total of 61,040 vehicles on an average day, Statistics and Planning Engineer James S. Burch has revealed in his most recent report.

Previous high record of vehicular traffic was set in August of last year, when the number of vehicles passing the twenty traffic counters on an average day reached a total of 58,858. The figure for June of 1947 was 52,820 vehicles.

Basing his opinion upon the records of recent months, which have shown that traffic has increased anywhere from 11 to 16 per cent over the figures recorded last year, Burch is predicting that August, 1948 traffic will again set an all-time record. "Over 68,000 is the estimate which the statistics engineer has set for next month.

Instituted in 1940, the permanent full-time traffic count system now provides the State Highway and Public Works Commission with an accurate daily record of traffic. In

addition to the 20 large counters which operate at fixed stations, the Commission also has 225 small counters which are moved about on a regular schedule, and 10 larger counters which are also moved about. Through the use of all of the types of counters, the Division of Statistics and Planning is able to furnish factual data on the flow of traffic over almost any road of consequence in the State.

Present electrical traffic counting procedure, Burch points out, is far superior to the manual methods used prior to 1937. In 1937, the first electrical traffic counters were purchased, beginning the trend to complete electrification of traffic counting methods. Before the first counters were bought, veteran highway employees recall, maintenance men stopped their regular work at four periods during the year to make a manual traffic count, which was both laborious and inadequate. The present system of counting is considered by Commission engineers to be entirely adequate for present purposes, and no significant increase in the number of electric counting machines used is expected in the near future.

## Commission Approves \$45,000,000 Budget For Next Fiscal Year At June 30 Meeting

### Engineers In Raleigh Hear Graham Address On "Public Relations"

Raleigh.—Speaking upon the subject of public relations as a factor in the functioning of the State Highway and Public Works Commission, Chairman A. H. Graham told the members of the Raleigh Engineers Club on July 12 that roads were one of the most vital and tangible services furnished by the State.

Noting that the Highway Commission's roster of employees now totals more than 9,000 persons, Graham told the group assembled here that the State has a "network of roads totaling approximately 63,000 miles, and includes dirt roads as well as modern concrete highways."

"To build and maintain the system of roads which North Carolina needs and must have," he said. "the Highway Commission is dependent upon the combined knowledge and technical skill of the engineers who furnish the 'brains' to get the work done. In addition, the Commission has need of a complicated and extensive personnel and financial set-up. Work of every sort, from that of the maintenance man who performs physical labor to that provided by the clerical office worker, goes to make up the total result achieved by the Highway Commission."

"Despite the fact that the building and maintenance of a road system is such a complicated, far-flung, and ramified affair," Graham told his listeners, "there is hardly a citizen of the State who does not feel himself to be a competent critic of the work which we are attempting to perform. The farmer who would not dare to criticize the school to which he sends his child, nor the men and women who do the teaching, does not hesitate to comment upon the condition of the roads which serve him, nor upon the activities of the Highway Commission personnel in his immediate area."

"Every man is, as it were, a self-constituted critic of the roads and highways, a self-made expert whose

Raleigh.—Devoting their attention to financial matters, the members of the State Highway and Public Works Commission on June 30 approved a budget of \$45,225,000 for the coming fiscal year, and put their initial okay on projects from the June 29 letting which will cost more than \$2,000,000.00.

Items included in the new budget were: county highway maintenance, \$12,500,000; State highway maintenance, \$6,250,000; urban maintenance, \$1,000,000; county betterment, \$11,000,000; general betterment, \$2,500,000; primary construction, \$5,782,700; State secondary construction, \$4,738,300; and State urban construction, \$1,454,000. In giving their approval to the expenditure of more than \$45,000,000 during the next 12 months, the members of the Commission were reminded by Chairman A. H. Graham and Chief Engineer W. Vance Baise that no Federal money would be forthcoming to match State funds for the period from July 1, 1948 through June 30, 1949. Tangible result of the passage of the Federal Aid Highway Act by the 80th Congress, the Commission was reminded, was the elimination of an annual "boost" of \$11,000,000 which the State has been receiving during the past several years for

**PRICE TRENDS  
AND SUPPLY**  
BY R. G. KING  
Purchasing Department

Now a little beyond the halfway mark of 1948, the boom still continues and a boom upset is unlikely until late in 1949, if then. Things are going to cost more as the year wears on. Cost of living will rise slowly over the next few months. Food, however, is not expected to cost much more. Meat, milk, and butter will probably cost more, but some things will be less expensive. Shoes and clothing, already high, are unlikely to rise much, if any. New cars are to remain in tight supply and to be higher priced until the boom slows.

Steel shortages are expected to continue throughout the current

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T. C. Wagstaff, Editor

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### "PUBLIC RELATIONS"

Speaking before the members of the Raleigh Engineers Club on July 12, Chairman A. H. Graham made some remarks on "public relations" which might well be given consideration by every employe of the State Highway and Public Works Commission.

It is no secret to highway employes, though it may be to the general public, that almost anyone connected with the Tar Heel road setup is directly in line for criticism. If the criticism is not directed at the individual worker, it may be directed at the entire organization. In many cases the criticism is unfounded, and it is more often adverse than not.

In addressing the group of Raleigh engineers, Chairman Graham cited some specific examples of the sort of criticism which is leveled at the Highway Commission, and the sort of demands which are made upon it. It is quite obvious that the same sort of demands will be made, and the same sort of criticism voiced, for many years to come. Such demands and such criticisms are largely based upon ignorance or misinformation, and for this reason every highway employe can do a great deal as an individual to foster the cause of good "public relations."

Through a period of many years, the employes of the

Highway Commission have shown themselves faithful to their primary duty, which consists simply of their conscientious effort to carry out their jobs to the best of their ability. The matter of public relations, which is considered the primary duty of the editor of this publication, is in turn the secondary duty of every highway worker, no matter what his job may be. For through the personal contacts of each individual, and only in that way, can the public be made to understand the workings of the huge and complex organization which is the Highway Commission.

### EDITORIAL COMMENT

#### HIGHWAY HEADACHES DUE TO ACCELERATE

According to official reports of the State Highway Commission's statistical department, our highway traffic in May 1948 increased 13 per cent over the same month a year ago. Then too, for 18 consecutive months, with exception of August 1947, all-time high traffic movement records have been reported in North Carolina.

The State's 20 electric eye recording devices showed an average of 57,926 vehicles moving every day during the recent month of May a whopping movement of motor cars, but by no means indicative of our full million motor vehicles regularly in action.

More and more nation-wide demands for motor vehicles are increasing, with consequent price raises for eagerly sought vehicles. When all of our million buses, trucks and private cars—including the lowly flivvers—get out on our State highways every day, then indeed the job of maintenance will be generating far more headaches than it does at present.

State Highway officials, like people in other places who study trends and set policies,

### Woodville's Tigers Win Once, Lose Once In Recent Contests

Hertford. — Continuing their week-end baseball activities, the Woodville Tigers recently lost one game to the Bucklan Braves by a score of 1-0 and won over the Norfolk Red Sox by a score of 10-5.

The game with Bucklan Braves was played on June 27 at Bucklan in Gates county. The game was called at the seventh inning because of rain. Hardison pitched for the Tigers and Felton caught. For the Braves Hunter pitched and Jordan was the catcher.

On the July 5th holiday, the Tigers had better luck in a game played with the Norfolk Red Sox at New Hope. To chalk up a score of 10-5, Hardison struck out 16 men and allowed only four hits; Melton hit a homer in the fourth inning with one man on base; Hill got two two-base hits bringing in four runs; and Ivey got a two-base hit in the eighth to bring in three runs.

For the Norfolk Red Sox, Fuller did the pitching and Dick caught. Fuller struck out five men, gave up six hits, and walked four men. Hoggard, Smith, Anderson and Bland got hits to bring in runs for the Red Sox.

At last report, the Tigers were deeply concerned over the serious illness of their camp Superintendent, E. S. Fulghum, who is their coach and mentor. Fulghum was reported confined to a hospital in Elizabeth City with a serious heart ailment.

Mandy was in the hospital having a baby. She kept screaming and screaming. Finally a doctor came up to her and said, "Mandy, there is no need to scream so loud—if you would concentrate more you wouldn't scream so much." She paid no attention to the doctor and kept right on screaming. Suddenly she stopped.

The doctor ran over to her and asked what the matter was.

She asked, "Is Jasper still downstairs?"

"Yes," replied the doctor, "he is downstairs pacing the floor."

"Well," said Mandy, "you go this is a sample of married life—right down and tell him that if I don't even want to be engaged!"

are destined to do even more headscratching to provide and maintain the necessary roadways for our increasing future needs.—*Raleigh Times*.

### Today's Chuckles

"What! You mean to say this man choked a woman to death in a night club in front of 200 people and nobody interfered?"

"That's right, Judge. Everybody thought they were dancing."

\* \* \*

"Do you know what good clean fun is?"

"No, what good is it?"

\* \* \*

She: If wishes came true, what would you wish for?"

He: "I'm afraid to tell you."

She: "Go ahead you sap, what do you think I started this wishing business for?"

\* \* \*

Overheard in a mossback club: Septuagenarian: "Boys, congratulate me. My wife just presented me with an eight-pound baby boy."

Octogenarian: "That's nothing, my young wife gave birth to twins just yesterday."

Centenarian: "Gentlemen, the other day I was walking in the woods when I saw a rabbit leap up and start to run. In jest. I raised my cane and made believe it was a gun. To my surprise the rabbit fell dead. This episode occurred two more times. Then gentlemen, I looked behind me and saw a boy shooting with a real gun."

\* \* \*

She: "Don't you wish you were a barefoot boy again?"

He: "Not me, lady: I work on a turkey farm."

\* \* \*

A woman lay very ill. Having brought up a clever orphan girl, the sick woman called the orphan to her and said:

"I shall soon leave you motherless. After I am gone I want you and my husband to marry."

The young woman, bursting into tears, said—"We were just talking about that."

The wife recovered.

\* \* \*

A negro boy, going through a cemetery, read this inscription on a tombstone: "Not dead, but sleeping." The lad scratched his head a while and remarked to himself: "He sho' ain't foolin' nobody but himself."

\* \* \*

Father to friend: "Boy, am I worried? A month ago my wife had triplets, today I come home and she tells me we have twins."

Friend: "It's impossible to have twins within a month after you had triplets."

Father: "No, it isn't—one of the triplets got lost."

\* \* \*

The only one who should put faith in a rabbit's foot is a rabbit.



## Beach Travel Heavy For Holiday Period, Traffic Count Shows

Wilmington.—Not only is traffic in general now breaking records throughout the State, but the flow of vehicles to and from Wrightsville and Carolina Beaches in this area is reaching new highs.

According to a report recently completed by the Division of Statistics and Planning of the State Highway and Public Works Commission, the traffic to and from the two beaches during the period from July 1 through July 6 totaled more than 100,000 vehicles.

Wrightsville Beach, the special traffic report showed, attracted heavier traffic during the six-day period, with a total of 52,136 vehicles passing both ways. The Carolina Beach total, 50,143 vehicles during the same period, was only slightly lower. Largest single hour record came between 5:00 and 6:00 p.m. on July 4 at Wrightsville, during which hour the traffic count machines chalked up a total of 1,124 vehicles. The distinction of the largest single day, however, went to Carolina Beach, which drew a count of 14,113 vehicles on July 4.

In the case of both the Wrightsville Beach and the Carolina Beach surveys, the counts were made by double traffic count machines located at drawbridges over the Inland Waterway.

## ENGINEERS

(Continued from page one)

views and opinions are far more enlightened, to his own mind, than those of the men who are devoting their careers to construction and engineering. Such a man can tell you, for instance, just what a road should cost, what its construction should be, what points it ought to connect, and how long it should last once built. Perhaps, however, there are those of you who feel that I am overdrawing the picture a bit, that I am perhaps unduly sensitive to public opinion and criticism, and that I am not presenting an entirely true picture of the average Tarheel citizen concerning his highway setup."

"As you all know, the period of the past three years has been one in which North Carolina has accomplished unprecedented results in roadbuilding and improvement. Highway revenues have been high, public demand for more and better roads has become stronger, and the Highway Commission has responded to the will of the people. Especial attention has been paid, and is being paid, to the improvement of

the State's farm-to-market roads. During the past year, a substantial mileage of these roads has been hard-surfaced, at a cost of approximately \$20,000 per mile for a minimum type of bituminous surfacing. These facts notwithstanding, one of our Highway Commission engineers was talking with a group of businessmen the other day, and was told by one of them that 'the State of North Carolina should hard-surface more rural roads, that the work could be done for from \$800 to \$1,000 per mile.' You may possibly think that this businessman expressed an extreme opinion, but I can assure you that such is not the case. It is my belief that this same misconception—that a minimum type of hard-surfacing can be laid down cheaply—is responsible for much of the clamor about 'getting the farmer out of the mud.'

"Every winter, and especially during the bitter months of severe winters, such as the one with which the State was visited last year, there is a multitude of complaints about the secondary roads. Not a single member or employee of the Highway Commission would venture to deny that the condition of the dirt roads is nowhere near perfect during the months when snow and ice are frequently on the ground. Every effort is made to remove snow from all the roads, the secondary as well as the primary, but there is little that can be done about the alternate freezing and thawing which must inevitably damage the dirt roads. In this connection, it is important that we remember that the State of North Carolina, with a road system totaling approximately 63,000 miles, has so far required 27 years to develop that system and get approximately 15,000 miles of it paved. It is perfectly understandable that no citizen of the State wants a muddy, rutted road past his home or farm during the winter months, but there is little that we can do for him at the present time but to insure gradual progress on our program of stabilizing the secondary roads."

"The situation with regard to the demands of the public boils down to this: The man who does not have a paved road wants one, and wants it immediately; the man who already has the benefit of a road wants it improved; and the man who has not a road, but now sees one in process of construction, wants it extended further. Apparently, in this day and age of mechanized travel, there is nothing so universally desired as a road, and there is nothing which we of the Highway Commission so ardently wish to provide for North Caro-

## Nineteen Projects In July 27 Letting Estimated To Cost Almost \$2,000,000.00

Raleigh. — Specifications for 19 new highway projects covering 107.84 miles in 19 counties and estimated to cost \$1,928,119.28 were advertised July 13 by the State Highway and Public Works Commission in preparation for a letting to be held July 27.

Of the total number of projects, eight are classed as Federal-aid and 11 as State Betterment. Heaviest emphasis is being placed upon projects involving the bituminous surfacing of secondary roads..

Projects to be included in the letting are:

### Federal-aid

Edgecombe — Grading, bituminous surfacing and structures of 8.35 miles on US 258 from NC 43 northeast to a point near city limits of Tarboro.

Duplin — Grading, bituminous surfacing and structures of 10.53 miles on NC 111 and NC 41 from a point in Beulaville northwest to a point just east of Kornegny and from NC 24 in Beulaville 0.18 miles along NC 41.

Catawba — Bituminous surface treatment of 3.57 miles from a point on US 321 in Newton to US 70.

Union — Bituminous surfacing and structures of 0.25 miles on NC 151 for bridge over Richardson Creek approximately 1.14 miles southeast of Monroe.

Union — Grading, bituminous surfacing and structures of 5.06 miles on NC 200 from a point approximately eight miles north of Monroe northeast to NC 218.

Rowan-Stanly — Grading, bituminous surfacing and structures of 10.06 miles from a point on county road just east of Liberty east to intersection with NC 49.

Surry — Grading, bituminous surfacing and structures of 6.52 miles from US 52 in West End of Pilot Mountain north to NC 89.

Iredell — Added material and bituminous

lina as a flawless highway system. Unfortunately, however we are not now in position to fulfill everyman's desire for his ideal road."

"In order to have reasonable basis upon which allocations of highway money may be made, the Highway Commission operates upon a plan which assures a fair and equitable distribution of road improvements. The allocation of highway funds to any division, district, or smaller area of the State is based upon four factors: area, population, mileage of roads and motor vehicle registration. In considering these four factors in combination, we are thus assured that each of the State's one hundred counties will get its fair share of highway money and road improvements."

## COMMISSION

(Continued from page one)

Federal-Aid primary and secondary road work.

With regard to the June 29

surfacing of 10.94 miles from a point approximately seven miles north of Statesville to NC 901.

### State Betterment

Cleveland — Grading and bituminous surfacing of 2.38 miles from a point near north end of bridge over Buffalo Creek north to a point in Earl.

Halifax-Northampton — Sand asphalt surfacing and structures of 7.22 miles on US 301, US 158 and NC 47 in vicinity of Weldon, Roanoke Rapids and Enfield.

Edgecombe — Sand asphalt surfacing of 7.24 miles on US 258, US 64 and county road. Part I from Battleboro-Leggett road toward Gethsemane. Part II Temperance Hall to NC 43 on US 258 north of Tarboro and on US 64 from Tar River bridge to old intersection with US 258.

Johnston — Grading, bituminous surfacing and structures of 4.26 miles from Pine Level to Micro on county road.

Nash — Grading and bituminous surfacing of 11.33 miles on NC 48 in vicinity of Fishing Creek, from a point on NC 95 4.5 miles south of Rocky Mount to Sharpsburg, and from a point on NC 58 south of Castalia 7.22 miles east to a point on NC 43 near Red Oak.

Rutherford — Grading and bituminous surfacing 0.82 miles on US 74 and US 21 in Rutherfordton.

Mecklenburg — Bituminous surfacing of 5.01 miles on NC 27 and US 74 connecting with city streets in Charlotte.

Carroll — Bituminous surfacing of 5.2 miles on old Salisbury road from end of present pavement to Rowan county line, and on Lane road from intersection of Salisbury to county road intersection.

Richmond — Sand asphalt surfacing of 6.9 miles from US 74 to end of present pavement, from US 1 to Airport road, from city limits of Hamlet to NC 381 and from old Gibson road to Hamlet city limits.

Forsyth — Structures of 0.04 miles for bridge over Muddy Creek on Lewisville road approximately 10 miles west of Winston-Salem.

Stokes — Bituminous surfacing of 2.44 miles from NC 8 and NC 89 to Hanging Rock State Park.

letting, the Commission voted to accept the low bids offered on 15 projects, reject bids on two projects, in Camden and Wayne counties; and hold in abeyance the bids on three projects including road work in Franklin, Vance, Chatham, Moore and Randolph counties.

Chief Engineer W. Vance Baise, presenting his report on the county road system to the Commission, noted that 86.35 miles had been requested for addition to the system and recommended that 46.55 miles actually be added. The members of the Commission gave their unanimous approval to the recommendation.

Routine business transacted by the Commission included an exchange of route numbers for Highways 25 and 25-A between Asheville and Hendersonville, and approval for the re-routing of small sections of US 421 and US 52 in Winston-Salem to permit the operation of one-way streets there.

(Continued on page four)



## Twenty Projects In June 29th Letting Attract Low Bids Totaling \$2,623,919.95

Raleigh. — The State Highway and Public Works Commission on June 29, received low bids totaling \$2,623,919.95 on a list of 20 new highway projects covering 129.69 miles of roadway in 21 counties of the State.

Of the 20 projects, eleven are Federal-Aid and the remaining nine State Betterment. Special emphasis is being given to secondary road projects requiring grading and bituminous surfacing.

Bids received at the letting were termed "generally satisfactory" by Chief Engineer W. Vance Baise, although he noted that some of them seemed high in view of present construction costs.

Projects included in the letting, and low bidders, were:

### Federal-aid

Camden—Grading, bituminous surfacing and structures of 6.59 miles on NC 343 from a point on US 17 north of end of Dismal Swamp Canal bridge in South Mills southeast toward Camden and from a point on US 17 in South Mills east to NC 343, Nello L. Teer Company, Durham, \$242,089.95.

Pitt—Grading of 15.18 miles on NC 33 from a point on NC 11 approximately one mile south of Bethel southeast toward Washington, E. W. Grannis Company, Fayetteville, \$108,799.00.

Wilson-Nash—Grading, bituminous surfacing and structures of 12.36 miles on NC 581 from a point on US 301 approximately two miles east of Kenly north to Vance Street in Bailey, Wayne Engineering & Construction Company, Inc., Mount Olive, \$288,733.50, roadway; Russell & Fraley, Durham, \$34,659.00, structures.

Wayne—Grading, bituminous surfacing and structures of 7.63 miles on US 70 from Johnston county line to a point approximately 570 ft. east of bridge over Little River, Barrus Construction Company, Kinston, \$148,577.00, roadway; Coastal Construction Company, Ins., Wilmington, \$30,671.00, structures.

Robeson—Grading and structures of 11.54 miles for relocation of US 74 from a point approximately five miles east of Maxton northeast to US 301, Kiker & Yount, Inc., Reidsville, \$171,376.40, roadway; E. W. Grannis, Fayetteville, \$52,020.00, structures.

Sampson—Grading, bituminous surfacing and structures of 5.19 miles from a point approximately 2.7 miles northwest to a point approximately seven miles southeast of Roseboro, Wayne Engineering & Construction Co., Inc., Mount Olive, \$80,618.25.

Randolph-Moore-Chatham — Grading, bituminous surfacing and structures of 12.13 miles on NC 22 from a point approximately 0.4 miles north of High Falls to NC 902 at Coleridge, E. W. Grannis, Company, Fayetteville, roadway Claude C. Wheeler, Oxford, \$61,554.50, structures.

Randolph—Grading and bituminous surfacing of 4.64 miles from a point on NC 49 approximately seven miles northeast of Asheboro southeast to Cedar Falls and from a point approximately 3.19 miles southeast of NC 49 to US 64 in Franklinville, Kiker & Yount, Reidsville, \$174,850.50.

Wilkes—Grading and bituminous surfacing of 4.35 miles from a point approximately 3.9 miles north of US 268 northwest to a point just beyond intersection at Austin,

Nello L. Teer Company, Durham, \$87,826.50.

Cherokee—Grading, bituminous surfacing and structures of 5.45 miles from a point on US 64 near Ranger northeast to a point in Murphy, Asheville Contracting Company, \$333,998.50.

Buncombe—Grading, bituminous surfacing and structures of 2.04 miles from a point on Sand Hill road approximately one mile northeast of Enka southeast to NC 191, Asheville Contracting Company, Asheville, \$94,098.60.

### State Betterment

Perquimans-Chowan — Bituminous surfacing of 8.13 miles from Hertford to Chowan county line on US 17 and for patching on NC 32 north of Albemarle Sound, Sam Finley, Inc., Roanoke, Va., \$97,750.00.

Pitt—Bituminous surfacing of 5.65 miles from Grimesland to Black Jack, Brown Paving Company, Lexington, \$44,330.00.

Brunswick—Structures between a point approximately 2.4 miles south of the intersection of US 17, 74, and 76 and a point approximately 0.15 miles north of Lilliput Creek, Towles-Cline Construction Company, Wilmington, \$13,798.95.

Franklin-Vance — Grading, bituminous surfacing and structures of 6.31 miles from a point 0.3 miles south of Bobbitt in Vance county south 0.48 miles to Franklin county line and thence 5.83 miles along same road southeast to NC 39, Wayne Engineering and Construction Company, Mount Olive, \$88,547.00.

Robeson—Sand asphalt surfacing of 4.5 miles on extension of Seventh Street from Lumberton city limits northeast to Allenton road, Zeigler-Cline Construction Company, Fayetteville, \$18,725.00.

Robeson — Bituminous surfacing of 6.1 miles on Broad Ridge road running south from US 74 to Proctorville, Zeigler-Cline Construction Company, Fayetteville, \$46,050.00.

Cleveland—Bituminous surfacing of 6.9 miles from Bakers Cross Roads to Fallston, on Post road from Route 26 toward Route 74, and on Lilly Mill road from Shelby city limits south, Lavender Brothers, Earl, \$48,218.40.

Rutherford—Bituminous surfacing of 3.7 miles on county road from Spindale to Hudlow road, A. R. Thompson, Rutherford, \$29,395.00.

Pender — Bituminous surfacing of 1.3 miles from a point on NC 53 three miles southwest of Onslow County line to Maple Hill, Nello L. Teer, Durham, \$10,555.90.

## PRICE TRENDS

(Continued from page one)

year. The causes of the shortage is not for defense demands as many of the people have been led to believe, but for civilian goods such as automobiles, tractors, buildings, freight cars, pipe line, etc. Defense needs for steel are far less than 10 percent of the finished steel that will be produced this year.

Recent bids on tires to be effective July 1, indicate an approximate increase of about 5 percent above the contract prices for last year. Since that time, there has been another increase of 5 to 6 percent but this will not affect the State prices since our contract provides that there shall be no increase during the life

## June Escape Total Rated As Low For Period In Summer

Raleigh.—Reversing the expected trend of more escapes as the weather grew hotter, the total number of breaks from the State's prison camps during June, 19, was surprisingly low.

Penal Director Clyde O. Robinson, expressing satisfaction with the comparatively low number of escapes, noted that there were 16 recaptures during the month, enabling the prison system almost to "break even" for the 30-day period. The prison escape report for June of this year showed a significant improvement over the report for June, 1947, when 34 prisoners were reported as escaping.

Concerning a possible increase in the number of escapes later in the summer, prison officials said they "had their fingers crossed," but added that every effort was being made to hold the number of breaks to a minimum.

### Three Stars

(No Escapes)

Central Prison and all others with the exception of the following.

### Two Stars

(One Escape)

Alleghany 801, Caldwell 803, Transylvania 1013, Haywood 1006, Duplin 305, Caswell 502, Guilford 506, Durham 503.

### One Star

(Two Escapes)

Orange 507, Yancey 1014, Randolph 608, Pitt 210.

### Non-Star

(More Than Two Escapes)

Ashe 802.

of the contract. However, contractors may cancel their contracts upon thirty days written notice and we have already had one contractor to serve notice of cancellation. Automotive parts are showing an increase amounting to from 5 to 6 percent. This applies particularly to parts with lead, brass and copper content, which are still in limited supply with the probability that they will become increasingly hard to obtain.

Building activity is going on at a record rate. The present building boom has topped all previous booms and shows every sign of continuing.

Building costs continue in a rising trend. Charges for both labor and materials are increasing. That means continued high and rising prices for houses.

Mortgage money for housing is to continue to be available and cheap. However, in months ahead a trend toward higher down payments may develop.

## Baise Speaks Before Cape Fear Engineers At Fayetteville Meeting

Fayetteville. — Addressing the members of the Cape Fear Engineers Club here July 14, Chief Engineer W. Vance Baise of the State Highway and Public Works Commission reviewed postwar road progress in North Carolina and outlined plans for the future.

In the postwar period, Baise told the engineers here, 1947 was a record highway year, in that it broke all previous figures for amounts of money spent and miles of roadway improved. The year 1948, he said, will also be a year in which huge amounts of money will be spent, and new records possibly may be set.

One of the prime needs of the State Highway and Public Works Commission, Baise told his listeners, is understanding of highway problems by the public. Highway funds are strictly limited, he declared, and the improvements which the Highway Commission can make depend upon the money available.

The principles upon which the Highway Commission operates in the matter of allocating road funds, and the factors which enter into decisions as to where and what kind of road improvements are to be made were briefly outlined. North Carolina, Baise asserted, has laid heavy emphasis upon the improvement of secondary roads in the postwar period in an attempt to "get the farmer out of the mud." This attempt will be continued, he said, but he pointed out that attention must also be given to the problem of improving many of the State's primary roads, which are growing obsolescent in view of the heavy use given them by present-day traffic.

## COMMISSION

(Continued from page three)

Chairman Graham presented to the Commission a blanket invitation from the U.S. Coast Guard to the members of the highway body to attend the Coast Guard Day celebration on August 4 at Hatteras. Several members of the Commission expressed their intention to attend the celebration.

Tentative date of the next letting was set by the Commission for July 27, and the date of the next Commission meeting for July 29. All of the commissioners were present for the June 30 meeting with exception of Fourth Division Commissioner John N. Hackney of Wilson.